2035 Maryland Transportation Plan Stakeholder Roundtable Workshop Summary
Frederick, MD – SHA District 7 Office

On January 10th, 2013, the Maryland Department of Transportation (MDOT) convened a roundtable workshop in Frederick, MD with key stakeholders, public officials, and members of the general public to discuss and gather input on goals, objectives, and strategies for the 2035 Maryland Transportation Plan (MTP). Participants were divided into small groups around six proposed MTP goal areas, and asked to offer their perspectives on strategies MDOT can implement to make progress toward achieving desired goals. Each goal area group was then asked to share their top three strategies with all the attendees. After a 'wrap up' review of each group's strategies, all participants were asked to vote on their top three strategies across the six draft goal areas. The first section of this document summarizes the top three strategies brought forth by each goal area group and the voting results (the strategies that received the most first place votes are highlighted in yellow). The second section of this summary lists all of the strategies developed by each goal area group.

Top Strategies by Goal Area / Voting Results

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Quality of Service goal area (29 votes)				
1. *Use technology to improve the transportation system and inform the traveling public (real time data, alternative options)*	11	1	5	5
2. *Focus on regional transportation improvements, expansions, and connections to local land use to improve travel time on key transportation corridors and improve quality of life*	9	1	4	4
3. *Improve financial revenue generation (legislatively, public-private partnerships, TIFs, user fees, etc.)*	9	6	1	2

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
System Preservation goal area (11 votes)				
1. *Maintain ramps, runways, and safety areas at airports*	0	0	0	0
2. *Incorporate privatization of maintenance responsibilities to optimize utilization and distribution of funds available*	10	4	5	1
3. *Annually reduce the percentage of structurally deficient bridges across all modes*	1	0	1	0
Safety and Security goal area (8 votes)				
1. *Invest in technology to improve safety*	2	0	1	1
2. *Improved enforcement using new technology*	1	0	0	1
3. *Employ innovative planning and design of the transportation system so that the transportation network is compatible with the community environment*	5	4	1	0
Environmental Stewardship goal area (16 votes)				
1. *State needs to be fully accountable in stormwater mgmt including supporting localities (technologically and financially)*	5	1	2	2
2. *Reinforce best planning practices that support development and redevelopment that encourages citizens to live where they work and pays attention to existing infrastructure*	4	0	2	2
3. *Consider environment on the front end when considering long-term plans*	7	2	3	2

	Total Votes	# of First Place Votes	# of 2nd Place Votes	# of 3rd Place Votes
Economic Prosperity goal area (18 votes)				
1. *Better commuting by promotion of TOD development with ITS*	0	0	0	0
2. *Separate funding authority for transit*	15	6	4	5
3. *Expand economic viability of port by expanding the truck and freight network*	3	0	0	3
Community Vitality goal area (25 votes)				
1. *Increase / improve use of modern technologies to reduce roadway traffic (telecommuting incentives and black box technology)*	9	4	2	3
2. *Complete infrastructure networks within each mode (bike, pedestrian, Segway, car, bus)*	6	2	2	2
3. *Increase transparency and communication between all agencies (county, state, and local), the public, and developers so as to streamline and coordinate the development process*	10	5	2	3

Full List of Proposed Strategies by Goal Area

1. *Quality of Service goal area*
   a. Maximize existing capacity; identify existing capacity and accommodate growth there
   b. Use the internet, invest in IT infrastructure to promote teleworking in more remote areas
   c. Invest in user technologies, apps, NextBus, and real time data
   d. Connection between land use and transportation: tie development approvals with transportation infrastructure
   e. Invest in TODs
   f. Express buses to key locations (luxury and other vehicles, not just commuter / recreational buses)
   g. Increase rail service (including weekend / recreation service)
   h. Travel time improvement on key corridors
   i. Improve quality of life and decrease bottlenecks
   j. Promote road clubs to handle development
   k. Improve safety of rural roads
   l. Quality of service needs to be coupled with financial / user fees
   m. Link comprehensive plans with the transportation plan
   n. Address inter-jurisdictional issues and facilitate transportation connections
   o. Consider regional transportation interests / issues
   p. Consider regional coordination and funding directive to coordinate better on transportation connections
   q. Consider ridesharing, teleworking policies, and directives

2. *System Preservation goal area*
   a. Maintain ramps, runways, and safety areas at airports
   b. Combine right-of-way to lower maintenance costs
   c. Develop system to recognize whether to repair or replace
   d. Develop system that reviews use of road and surrounding infrastructure
   e. Privatization of certain maintenance services, design / build, public-private partnerships
   f. Consider climate change adaptation needs
   g. Change maintenance actions to incorporate Chesapeake Bay preservation
   h. Incorporate technological upgrades into maintenance activities
   i. Chart maintenance costs vs. use of facilities / system
   j. Ensure optimum utilization and distribution of funds available
   k. Ensure new facilities consider life-cycle maintenance costs
   l. Incorporate upgrades to system with maintenance activities (e.g. ADA compliance, bike lanes, etc.)

3. *Safety and Security goal area*
   a. Lower speed limits through traffic lights
   b. Ensure pedestrian / bike connectivity between activity centers
   c. Improve / add signage for truck pass-throughs

d. Use variable message signs, ITS, radio announcements
e. Force reduction of speed using traffic calming and technology compatible with community environment
f. Ensure infrastructure is in place before development begins
g. Use a real-time app to send alerts
h. Use GPS to track travel time
i. Use planning, engineering, enforcement, and education / outreach
j. Restore revenue sharing with local jurisdictions (Highway User Revenue funding)
k. Promote geometric design (roundabouts / traffic circles)
l. Increase presence of law enforcement and use of surveillance cameras
m. Design systems to accommodate autonomous vehicles
n. Use appropriate design to accommodate real conditions
o. Ensure PlanMaryland and design objectives are on the same page
p. Encourage change in mode to lower passenger mile safety (go from POV to transit)
q. Develop mechanism that encourages community and SHA to work together

4. *Environmental Stewardship goal area*
   a. Take advantage of other states and policy issues – share information and partnerships
   b. Recognize that some environmental impacts are regional – not under our direct control
   c. State needs to be fully engaged in stormwater management
   d. Increase mass transit options (rail, bus, and carpooling)
   e. Reinforce best planning practices that encourage development and redevelopment to occur near existing transportation infrastructure
   f. Increase investment in walking, biking, etc., to reduce emissions in and near urban centers
   g. Statewide investment in supporting localities technically and financially for stormwater management
   h. Consider Chesapeake Bay maintenance when designing plans

5. *Economic Prosperity goal area*
   a. Rail strategies
      i. Publicize rail
      ii. Create a transit authority
      iii. Expand MARC
      iv. Develop inland ports
      v. Improve commuting
   b. Port strategies
      i. Expand rail network to promote increased freight (double-stacking)
      ii. Dedicated truck-only lanes to promote increased freight
   c. Road
      i. Create new crossing across Potomac River

      ii.   Incorporate land use and transportation planning

6. ***Community Vitality goal area***
   a. Increase transit capacity – high density developments aren't working
   b. Mandate traffic signal timing coordination updates every 2-4 years (a system of signals)
   c. Improve and use technologies to improve the roads / highways in use now
   d. Interconnect all vehicles through black box technology (offer alternate routes and avoid crashes)
   e. Improve teamwork between developers and regulatory transportation agencies (more transparency and communication to the public between developers and state and local governments)
   f. Place more digital message signs on arterial roads to notify drivers of road conditions
   g. Use Bus Rapid Transit (BRT) to increase public transport
   h. Consider private rapid transit
   i. Increase intermodal connections across the state and complete networks (bus, rail, bike, pedestrian, Metro, roads, MARC)
   j. Provide incentives / reduce barriers for telecommuting / flex time in businesses to reduce traffic at rush hours
   k. Develop database infrastructure selection